

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. DALMOR (Daleko Morski) is an independent government fishing enterprise. Their ships work in the Baltic from January to June and in the Barents Sea and the North Sea north of the coast of Scotland from July to December. In the Baltic the fishing fleet stayed at sea for 12-14 days, and in the North Sea from 14-20 days. The catch in the Baltic consisted of cod, flounder, and some herring. (The Baltic herring was inferior to the North Sea herring). In the North Sea the catch consisted mostly of herring and mackerel. The planned quota of fish to be caught per month per trawler was from 80 to 120 tn.
2. I know that herring was exported to Czechoslovakia, Hungary, and Bulgaria.
3. DALMOR's offices were located in a new four-story building at the corner of Hrymiewieckiego and Waszington Streets in Gdynia. DALMOR and other fishing enterprises were under the control of the Central Administration for Deep Sea Fishing (Centralny Zarzad Rybołówstwa Morskiego) whose headquarters were in Szczecin. All sea navigation, including deep sea fishing, was under the control of the Ministry of Navigation (Ministerstwo Zeglugi).
4. The Maritime Fishermen's Administration (Morski Urząd Rybacki) was responsible for issuing fishermen's cards (karta rybacka) without which no person could get a job as fisherman. On the basis of their fishermen's cards, DALMOR obtained for its employees a sailor's book (książka zeglarska) issued by the Gdańsk Maritime Administration (Gdański Urząd Morski ---GUM). This book entitled one to land in a foreign port.

SECRET

25X1A

1
2
3

SECRET/SECURITY INFORMATION

-2-

5. The fishing fleet of DALMOR consisted of 40 trawlers and a mother ship which was used only for fishing in the North Sea; the mother ship was added to the fishing fleet in 1952 to save the trips of individual trawlers to port after they had taken on a full load. Seventeen of these trawlers (kuliki) were new, built in Gdansk in 1950-1951. The rest were old ships purchased from England, Holland, Israel, and other countries. One fourth of these ships were constantly undergoing repairs. All trawlers were equipped with signal rockets, radio transmitters and receivers, echo sounding devices, and goniometers. None of these vessels was armed in any way; but I heard that in case of war they could mount two to three guns. The crew of a trawler consisted of 16-32 persons. When sailing in the North Sea each trawler also carried a Dutch pilot. Twenty of the trawlers were steam powered, and twenty were diesel driven. I do not know the tonnage of these ships, but I guess it was from 80-120 tn.

6. The following were the steam-powered trawlers. They were mostly old, of steel construction.

- a. DELTRA
- b. JOWISZ (large trawler)
- c. JUPITER (large trawler)
- d. KASSIOPEIA (large trawler)
- e. KASTORIA
- f. MALY WOZ
- g. MERKURY
- h. MORSKA WOLA (is used as mother ship for fishing in the North Sea)
- i. NEPTUNIA
- j. ORJON
- k. PEGAZ
- l. PERSEUSZ (sank in 1952 near Swinoujscie)
- m. PLUTON
- n. PODLASIE
- o. POLESIE
- p. POKUCIC
- q. REGA and REDUNIA (two vessels build in Gdansk in 1950)
- r. SATURNIA
- s. SYRJUSZ
- t. WIELKI WOZ

7. The following were the diesel-driven trawlers:

- a. CIETRZEW
- b. CYRANKA
- c. CZAJKA
- d. CZAPLA
- e. CZUBATKA
- f. DELFIN
- g. DERKACZ
- h. DROP
- i. DROZD
- j. DUDEK
- k. DZIECIOL
- l. KACZOR (new ship built in Gdansk in 1950-1951)
- m. KANIA (new ship built in Gdansk in 1950-1951)
- n. KORAB I
- o. KORAB II
- p. KOSCIUSKO (new ship built in Gdansk in 1950-1951)
- q. KULIK (new ship built in Gdansk in 1950-1951)
- r. KWICZOL (new ship built in Gdansk in 1950-1951)
- s. URAN (an old wooden ship)
- t. URANIA (an old wooden ship)

SECRET

SECRET/SECURITY INFORMATION

-3-

8. DALMOR ships were repaired in the Gdynia fisherman's shipyard, (stocznia rybacka), in Finland, where in 1952 the large old trawler URANIA was sent for repairs because of a lack of parts in Poland; and in IJmuiden, Holland, where Polish ships berthed and where fish were salted in barrels and stored for later transport and processing in Poland (the DELFIN, KORAB I, and KORAB II stayed there from June to December 1952). In 1952 in Spaardam, Holland, five Polish ships were undergoing repair. Ships were also repaired in Norway, Sweden, England, and Denmark. In the second half of 1952 Denmark refused to repair Polish ships; Norway and England were also reluctant to repair ships except in emergencies.
9. In the Gdansk Shipyards (Gdanska Stocznia) merchantmen and trawlers as well as cutters were constructed. In 1952 two large merchantmen were under construction in Gdansk-Warszawa I and Warszawa II.
10. My basic salary as ship's cook was 280 zlotys per month plus slightly less than one per cent per ton of the value of the catch. My average earnings were 700 zlotys per month, because of the seasonal nature of the work; but at the height of the fishing season I earned as much as 2,000 zlotys per month. Of this amount about 20% was deducted for social insurance, aid to Korea, the rebuilding of Warsaw, subscriptions to Glos Wybrzeza and Dziennik Baltycki, and for other unspecified items. Food on the ships was good; we had real coffee. In addition all employees were given an allowance (Deputat) of 20 kg. of fish per month.
11. The attitude of Soviet patrol boats in the Baltic was not friendly toward Polish ships which strayed near Soviet fishing waters. Polish trawlers were often inspected by Soviet patrols. If a trawler strayed into Soviet waters during a storm, it was detained, sometimes for one or two weeks. Occasionally the catch was confiscated.

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